

**SCOTTSDALE AIRPORT ADVISORY COMMISSION
SUBCOMMITTEE ON NOISE ISSUES
15000 N. AIRPORT DRIVE, SCOTTSDALE, AZ 85260**

**MARCH 7, 2003
SUBCOMMITTEE MEETING**

MINUTES

PRESENT: Chairman Tinnan
Commissioner Mack
Commissioner Tom Guilfooy

STAFF: Scott Gray, Aviation Director
Gary Mascaro, Assistant Aviation Director, Administration
Chris Read, Assistant Aviation Director, Operations
Kevin Shirer, Planning & Environmental Coordinator
Paul Norman, Assistant City Attorney

OTHER(s): Nick Luongo, Ironwood Village Resident
Phil Vickers

CALL TO ORDER

Commissioner Tinnan stated they do not yet have a chairman designated for this committee. Commissioner Mack moved that they accept Commissioner Tinnan as chairman. Commissioner Guilfooy seconded the motion. Mr. Gray stated this would cover item 2 under organizational issues. Mr. Gray said they would consider this in order and assume they do not need to do the roll call as only three Commissioners were present.

ROLL CALL

A formal roll call was not taken, per Mr. Gray's statement above.

ORGANIZATIONAL ISSUES

Mr. Gray stated there were four items to be covered. The mission, chairperson (which has been taken care of), meeting location, and time.

Mr. Mascaro read from the highlighted section of the Commission minutes highlighted section what is the purpose of this subcommittee. Mr. Mascaro stated according to the minutes, the primary focus of the subcommittee will be to act as a liaison between the Airport Advisory Commission and the recently formed City Council Subcommittee on Aviation.

Subcommittee Chairman Tinnan stated his understanding from his conversation with Commission Chairman Maxwell was that was the primary objective, but the committee needs to go a step beyond and proactively search for ideas to present to the full Commission for approval, and then in turn to the City Council Subcommittee.

Mr. Gray stated as to meeting location, they would meet in the Airport Administration office conference room, the time can be scheduled as needed or they can determine to meet on a regular basis.

Chairman Tinnan stated they need to do it on as "as-needed" basis. Commissioner Mack added it may also be what the Commission Chairman, staff or the City Council Subcommittee. Mr. Gray added the

Council's subcommittee meeting was held on February 3rd and their next scheduled meeting is March 19th at 5 :00 p.m. at the Via Linda Senior Center, Room No. 4. Mr. Mascaro added all this information is also posted on the Airport's website.

Chairman Tinnan stated he hoped the members of the Commission Subcommittee would be in attendance at the City Council's Subcommittee on March 19th. Chairman Tinnan added they may need to meet one more time before March 19th to prepare a statement before meeting with the Council's Subcommittee meeting the first time.

Mr. Gray advised this Subcommittee is treated just like a regular full Commission or Council meeting. We do post it and we do meet the Open Meeting laws, and we do keep minutes. As such, if we do call a meeting, we have a certain timeframe to post the meeting notice, and we cannot just call a meeting without allowing adequate time to have the meeting posted.

Chairman Tinnan suggested they meet at 5:00 p.m. prior to the regular Commission meeting on March 12th.

Chairman Tinnan said he would like to keep the meeting as a working group, with a free flow of ideas, as opposed to unnecessarily structured agenda. He added it's important for them to think outside the box and if they are going to come up with new suggestions or recommendations, they have to think more broadly and see if they can come up with some workable ideas that may contribute to the mitigation of any noise problems.

GENERAL DISCUSSION ON NOISE PROGRAM / ISSUES

Chairman Tinnan opened the discussion stating he had a couple of ideas. He noted the very good letters Mr. Kevin Shirer sent out to aircraft owners/operators about noise problems and it provides documentary evidence that you are looking for constructive response from offending parties. Chairman Tinnan stated the issue of education, he wondered if it would be possible for them to set up an educational or training program that is mandatory for every pilot that operates out of Scottsdale Airport. If this is legally possible, he asked if they could establish a training program run by the staff that requires every pilot to attend a one-hour noise education program once a year, or once every two years, and upon completion of that program carries a card that says I am a certified graduate of the noise training program run by the Scottsdale Airport, and then follow it up with the pilot's pledge, which Mr. Mascaro will explain.

Chairman Tinnan added for visiting aircraft they could extend the education program as they move into the FBO's and they could require the FBO's to have a little video setup and every pilot who comes to Scottsdale, before he leaves, he must sit and view a 15 minutes video and he too would get the certification card for the noise training program.

Commissioner Guilfooy stated parts of that are interesting, but he's not sure of the mandatory aspect of it. He added the FAA has the Pilot Proficiency Program or Wings Program. He explained to the Subcommittee how it works. He added they could make a recommendation to FSDO that we have a Scottsdale Noise Abatement Course, that would probably be something relatively easy to accomplish, mainly through advertising. Mr. Gray interjected that Mr. Shirer has already established something to do just that.

Mr. Shirer stated they recognize that the education has not been as aggressive as it can be. He added he had an opportunity to spend time with FSDO staff about how we improve our linkage in that area using the Wings Program for noise abatement. He stated there is a quarterly Wings seminar that he will now be on the agenda and he is coordinating with the Flight Safety Manager at FSDO for opportunities at other Wings seminars and they've just coordinated an Operation Raincheck Safety briefing at the Civic Center Library which will hold approximately 300 people.

Commissioner Guilfooy stated it should be easy for the student pilots to have their training worked into a mandatory ground session with the flight schools here.

Mr. Gray added that Mr. Shirer has already been working on the idea of a video and is putting together some ideas to create a CD that we could give out to pilots and provide it to all the flight schools. Mr. Gray added that we have to work through our Information Systems department and we don't have the luxury to use a tremendous amount of bandwidth because we are remote from our main location. Commissioner Guilfooy said there are companies that can host the origin video and you can work with outside vendors and he believes that should be an endeavor. Mr. Gray said the website has been a valuable source of information for pilots and citizens so they prefer to use that medium if they can, but they do run into some snags because of the way the City system is set up. Commissioner Guilfooy offered his assistance if needed.

Chairman Tinnan stated with the cooperation of flight schools, it appears that every student can receive the training. He inquired if the FAA would give that training to all pilots in the area or just Scottsdale? Commissioner Guilfooy responded they cast a wide net, if they just concentrated on Scottsdale perhaps only 50 people would show up. Typically, they've advertised valley-wide with varying locations.

Chairman Tinnan inquired how they assure that Scottsdale's training is provided, and that it is attended by all. Mr. Mascaro responded one of the ways they can do it is through their permitting process, at least for their based aircraft. The pledge program Mr. Shirer is working on could be incorporated into the permit process. They would acknowledge they've received a copy of the CD and viewed it. Commissioner Guilfooy stated noise abatement is still a voluntary process, so they are just saying they acknowledge receipt of the material.

Mr. Gray said they will have to see what flexibility they have in requiring certain things from pilots. They will confer with the FAA regional office's compliance officer, and make sure there are no issues. If they don't have a problem, they would be happy to make it mandatory, as long as there are not issues that would be in violation of their grant assurances. Mr. Gray said their intent is to get everyone to commit to watching the video, go through whatever types of training they have, and getting them to assist with noise issues.

Mr. Paul Norman stated it may be one of those things in using the term "pledge" or saying we have the training on such a date, and we expect to see you there, and those that don't show up are going to have some additional education whether they like it or not because they are obviously the ones unwilling to go along with the program. Therefore, even if we are not able to truly make it mandatory, most pilots are going to be more than willing to comply because it is such minimal effort involved.

Chairman Tinnan asked Mr. Gray if he would pursue the idea of making it mandatory. Mr. Gray said he prefers if they do something of this nature it be a mandatory process. But, he will contact the compliance officer; if there is no problem, they will do it. Mr. Gray said they may also be able to add it in as part of the minimum standards, depending on the response from the compliance officer.

Mr. Gray advised the Commission that Mr. Brian Ready, incoming president of the AZBAA, has offered to help in the training processes and they are also willing to fly us in their airplanes so we can use video outside of their cockpit so people can actually see what it looks like. In addition, AOPA is interested in assisting us.

Chairman Tinnan asked about his prior question if the FBO's can assist in getting the training out to the transient operators. Mr. Gray responded if they get a CD that would be easy because the FBO's flight planning rooms have computers. He added it is also something as they go through their Part 150 Study, they have the option of getting further funding for noise education, and perhaps the FAA can be convinced to put a kiosk in the pilot lounge of the FBO's.

Mr. Mascaro said that requiring them to watch something and to sign off on it, as a transient pilot, would be a lot more difficult. To force a pilot to watch a video before he boards the plane with passengers, may be more difficult with that population. Chairman Tinnan said he understands the difficulty, but feels we are coming to the point where they need to be more effective with their efforts. They only have to do it once,

not every time they come in. Mr. Gray said they are heading in that direction, and he feels most pilots would not be opposed to watch a brief 15-minute video.

Mr. Shirer provided a synopsis of the Pilot Pledge Program. Mr. Shirer explained it would be a vehicle to communicate to the pilots and get their buy in of awareness of noise abatement and get promise to fly as high and safely as possible over those residential neighborhoods in flight corridors and to spread the word to other pilots about noise abatement education and so forth.

Commissioner Mack said he understands they are trying to educate the public, but wants to know if they are doing anything to educate the media. For example, Channel 11 doing something to show that an aircraft is 1,000 ft over a house, this one 1,500 ft. etc.

Chairman Tinnan said he wanted to close the discussion on pilot education first. He said for their meeting next Wednesday, could staff prepare a package which summarizes the ideas discussed dealing with the subject of pilot education and the idea of seeking FAA funding for a kiosk so it can be presented to the full Commission and that in turn can serve as part of your briefing package to the City Council Committee on the 19th.

Commissioner Mack restated he spoke about the Channel 11 situation where photograph 1,000 ft over your house, etc. and give them a size relationship when it's 1,000 ft. it's this big, but when it's 2,000 ft. it's only this big and people still don't understand the size of an airplane going over your house.

Mr. Gray said Channel 11 was one, there was also some AOPA in state videos they had on aviation that Channel 11 was going to consider putting on. The other idea is that that type of information could be put on our website. Another idea is to have a CD similar to a pilot CD, and a citizen CD which has other types of information on it. Mr. Gray said he was schedule to appear on Channel but was preempted a couple of times due to other issues and hasn't been on there in over a year. Commissioner Mack suggested he could bring it before the joint committee meeting with the Council. Chairman Tinnan said to include this in the agenda for that meeting.

Commissioner Mack said he read that Hancock Homes in Chandler has a subdivision where owners have to sign that they do know they are in a flight aviation area for the Chandler Airport. Mr. Gray said Mr. Shirer is working on new signage regarding advising of the airport's existence so people are aware it is there. Commissioner Mack said people need to know what is in the area they are considering buying a home. Chairman Tinnan said to get builder's to get people to sign something would they require some type of City ordinance to put it in place to require that every newly constructed home seller have the buyer sign that he is aware of the airport.

Mr. Shirer stated he has files that go back to the 1960's talking about airport overlay zoning and disclosure. The last time it came up was after the prior Part 150 Study, and it is basically the Fair Disclosure and how do you mandate providing notice to prospective home buyers. On an initial sale it's good, but unfortunately it always has to be based on a rational basis and predominately with the DNL noise contours or the airport influence area. The state law came in on Airport disclosure and gave them a huge area rather than the noise contours going within a mile of the runway, it's now based on our airport traffic pattern airspace which goes off about 5-7 miles in each direction, and that's a good thing. However, it is still not always known to individual home sellers that they should be aware they need to disclose that from the traffic pattern airspace. Mr. Shirer said he gets calls on a weekly basis from realtors asking if they are in certain areas and he's working with the realty community to keep them informed. The mandatory disclosure based on the noise overlay ordinance really ran into a buzz-saw of public opposition last time from folks who were concerned about noise. They basically said nobody told me, why should I devalue my property by being required to put this notice on it. And so the very people who were complaining about not getting notice last time, really put the brakes on it.

Chairman Tinnan asked if they've had complaints about the airport signs. Mr. Shirer stated they have not. Mr. Gray said the recent one that went through that we are still trying to get and incorporate through the Part 150 Study is the one that Surprise did, that even for resale houses, or apartment complexes, they

would have to have a picture of where the airport is in relationship to the unit they are looking at. Mr. Gray said he has spoken to several members of the Council who are interested in pursuing it.

Mr. Norman stated that would take a bit of time to incorporate into the process of home selling when you are talking of the aftermarket sales following initial development of the project, and that is something where realtors are going to have to be educated because the typical homebuyer is not going to have knowledge of the requirement and it is going to have to come through the real estate industry.

Commissioner Tinnan advised it could be done through the title company when you sign that you've received certain documents for signature, and if the City Council were to make some sort of ruling on this it might be possible to carry it out when the property is transferred. Commissioner Tinnan advised they should add this to the agenda, property transfer notification, when they talk to the Council subcommittee. Commissioner Guilfooy suggested they include it in a City disclosure that might also include notification of a water treatment plant, a freeway, and/or an airport so they are not singling out airport. Commissioner Tinnan responded that would be a good idea.

Commissioner Tinnan said with the subject of general public education and the subject of public disclosure, how do they deal with the City of Phoenix and nearby municipalities and how they can extend their scope to cover them.

Mr. Gray said when they were reviewing some historical documents, they noted one builder on the Phoenix side did a notification to all their prospective buyers. Mr. Shirer injected that the City of Phoenix Planning Commission and City Council actually required the Medallion Homes developer, which is in the area, to have a notice of airport disclosure which was essentially drafted by the Airport and had their 1991 consolidated flight track maps included. Mr. Shirer added the Kierland CC&Rs voluntarily put in a disclosure and they have historically worked with the City of Phoenix on noise issues. He stated the last noise study recommended the City of Phoenix adopt the same type of things they recommend the City of Scottsdale to adopt.

Commissioner Tinnan inquired if this is something they need to ask the City Council to pursue with the City of Phoenix City Council to provide some cooperative effort in that area. Mr. Gray said it would go back to the realtors and that if it is a resale it would most likely go through the realtors, versus the City municipalities.

Commissioner Tinnan expressed his concern that a realtor seeking sale of a house may be likely to not provide the information, whereas the title company may be a better vehicle to carry disclosure out.

Mr. Gray presented a draft of the new noise report and asked for suggestions from the subcommittee. Mr. Mascaro said it was his understanding that they still wanted the regional numbers, so the top portion remains the same. He added the prop, multi-engine, corporate jet, commercial aircraft, were added as they requested. Commissioner Guilfooy asked if it was useful and if they were getting a good differentiation. Mr. Mascaro said when people phone in complaints they need to explain on the voicemail that they can't just say "a jet was flying over my house." They want to know what type of jet. Is it a corporate or an airliner. He added right now they are taking the assumption that it is a corporate jet because they are calling the City of Scottsdale and with Scottsdale Airport most people are familiar that it's a corporate jet, but we need to work on clarifying that. Otherwise, everything seemed to be okay, and it is on the website.

Mr. Mascaro said they added a box last month regarding "calls per person," which is multiple callers, and they use a grade of 15 calls. He added that he and Mr. Shirer are working on something similar to Sky Harbor, but it is more technical and will probably not be done by next week's commission meeting, but it is a grid format which would show how many callers were between 5 and 10 calls that month, 10-15 calls, etc. He added they also have a calculation that says 9 callers accounted for 90 percent of the total complaints. Mr. Mascaro said the bottom of the report is unchanged, however, Mr. Shirer would like to add a little more information and detail.

Chairman Tinnan mentioned the letters that went out to pilots as part of the education program. He said it is confusing to him as he thought it was the view of the Commission that they diminish the influence of regional calls. He said if you look at calls per person, those are probably a regional breakdown. Mr. Mascaro said the next page which shows monthly operations, the area has been left blank as he would like to know exactly what they are describing. He thought it was beneficial to keep the first draft, where it says, calls per person for local and regional. But in the back page (or they can move it around to make it clearer) he was considering doing a pie chart that says local/regional and just show a percentage of how many of the total calls were local compared to how many were regional and then break it out even more as Chairman Tinnan mentioned.

Mr. Gray said although on the form regional is there, just take the numbers out of the calculation. So all the graphs on the page would be based only on the local information, but the regional numbers are there as an informational item. Chairman said whatever they do is not going to change the situation in Carefree and Cave Creek which is strictly other airports and the FAA, and we can only deal with the local problem which is within the grid.

Mr. Gray asked the subcommittee if the monthly operations graph is useful? If not, they would remove it. Commissioner Guilfooy said what bothers him is the distribution based on frequency. That they have 9 callers making 90 percent of the effort, all of the information is going to be skewed by those 9 callers. So in some case, we need to reduce those 9 callers from a statistical point of view to one call. As long as the activity is noted, this person created 10 percent of the call, and when the figures go out we need to recognize that that one person has a high frequency of activity and try to deal with that person. But to take that and then statistically run it through everything else skews all the data.

Mr. Shirer stated the City of Phoenix is also facing the same issue where they have a voicemail system that gets filled up by callers and they can't get to other calls because one person is skewing their data.

Chairman Tinnan said he thought the data would change drastically once the regional numbers are eliminated and will give them much better visibility.

Mr. Gray suggested maybe the issue is complaint type. But the call location by complaint should be call location by complainant. Then you reduce it to a single entity and know the whereabouts of the person versus the whereabouts of each complaint. Commissioner Guilfooy agreed the data would be more meaningful if presented that way.

Mr. Mascaro noted the portion of the report that would deal only with local only. They are still going to put the summary report on the website for the regional for other people, but for the Commission, specifically, that is what this document would be. He will have the report ready for the Commission meeting on Wednesday.

Commissioner Guilfooy inquired if they ever do any time studies. He believed most of the information is good, but is there a barbell at the beginning and the end of the day because people are at home and its any activity, or is it actually the noise complaints follow distribution of activities during the course of day. Mr. Shirer replied it is just random. The correlation is the tendency to complain about aircraft traffic, not with operational issues. There is a little correlation with Stage 2 aircraft operations, but there is a small volume so those are harder to detect right now.

Commissioner Tinnan stated the biggest problem in dealing with legitimate complaints and we have tended to throw up our hands and say we can't identify the aircraft at fault, no one can see the N number at 1000 feet over a house. He had the idea to set up an observer in Ironwood Village and if we are having arrivals off Runway 21, over Ironwood, and every time there is an offender coming in a little low or a little noisy, the observer can get on the phone or radio and call an observer here at the Airport who can then identify the N number on the landing aircraft. Although it's not something we would not want to do every day, but on a spot-check basis. The same could be done for those going off on Runway 03 where the N number would be recorded on departure and if a minute later there is an offender over Ironwood it can be tracked back to the aircraft.

Commissioner Guilfoxy advised the efficiency of that could be a little different if you want to pursue an activity you have to be very clear on what is a legitimate complaint and once that is boxed in then our guy would just have to go up to the Tower and mark on a Brite scope where his back yard is and then watch the altitude from there. Chairman Tinnan agreed that a legitimate complaint is not every over-flying airplane. Commissioner Guilfoxy stated 1,000 feet is exactly where someone should be. Commissioner Mack stated they would have to have some way to measure that while you are standing in a resident's backyard. Mr. Gray stated the issue is not whether the complaint is legitimate or not but its how we define what is an unusual event, or unusual noise event. We have quite a few people that complain about every airplane that flies overhead. That's not an unusual event. Not to say it is not bothersome to them, but it's not an unusual event, it's the traffic, the pattern whatever the situation may be. However, those people take up a significant amount of our staff resources to track non-unusual events. If we were getting phone calls on unusual events, for example Ironwood Village, you follow the planes are pretty much flying at 1000 feet and all of a sudden one of them comes in at 700 feet, that's the one we need to know about and that's the one that's easier to track.

Mr. Gray stated they will be making a presentation to the City Council Subcommittee on Aviation regarding flight tracking systems and to the Commission next week. It will identify the different types and what they do. Mr. Gray added they have a staff resource issue. We have requested a noise abatement officer position in this budget cycle who can dedicate his entire day to the noise abatement program and will meet and greet citizens and pilots or whatever our program consists of. Chairman Tinnan stated if any of their ideas or suggestions are going to exacerbate the staff resource problem, it is their obligation to carry this forward to the City Council Subcommittee and say we can do this if you give us the extra budget to do it. If they don't give us the money then we cannot do it, and let them make the choice. Chairman Tinnan said he could not accept the fact that there are not staff resources to do it, if they have the ability to go to the City Council and request them to provide the money for them. Chairman Tinnan asked if it was beyond the Aviation Enterprise Fund. Mr. Gray said it is within the Enterprise Fund and they will have the money, but City Council has to authorize it.

Chairman Tinnan inquired what would be the earliest date that a flight tracking system would be available. Mr. Shirer responded that it is possible to get one within three to four months, but it may not meet all the criteria that they would like, and might be limited in its scope. It would take about six months and about \$200,000 to have a fully operational and desirable system. Mr. Gray said we need to have a complete system to accomplish what they have discussed.

Chairman Tinnan said they should pick a day within the next few weeks or so to observe any unusual events over Ironwood Village and to do this a number of times during the next six months in the intervening period till you get the full flight tracking system. He stated they've got to reflect action on their part to identify aircraft involved in unusual events by their own criteria and Mr. Shirer could follow-up with the education letters. Commissioner Guilfoxy said the easiest way to do it is from the Tower because you still have the subjectivity of sitting out in somebody's backyard. You can go to the Brite scope and see that's where Ironwood is and watch or set an altitude filter and you will know what is an unusual event and that's empirical. Chairman Tinnan said someone would still have to catch the N number. Commissioner Guilfoxy responded the controller in the Tower would have it. Mr. Gray explained the process how the N numbers are automatically printed out and it comes from TRACON and they tear off the printout and can view it. Commissioner Guilfoxy added the cooperation of the Federal Aviation Administration is required because they have all the information, the equipment, they own the airspace and the ball is in their court to give the information to us as a tenant on our Airport. Mr. Mascaro advised the FAA Tower has been working with staff to notify them with N numbers of aircraft that were departing that were not following voluntary noise abatement procedures.

Chairman Tinnan inquired if anyone had a problem with formalizing an intermittent, temporary program, up until the time we have a fully automated flight tracking system – with or without FAA cooperation. Mr. Shirer advised that between now and next week's meeting he can look and see how the mechanics of it would work, and if the Tower will allow them access to that information if the radar system is up and running to provide altitude readouts. Mr. Shirer added the issue he has is just the identification and the

measurement tool that is what they've always been lacking so they know if someone was low and everyone else higher. Commissioner Guilfooy said other than having an observer sit in Ironwood and triangulate the altitudes of incoming aircraft, the better method would be to use the information from the Tower and it would be especially beneficial since the Tower would be the one assigning the altitude to the incoming aircraft.

Chairman Tinnan advised if program is in place, they may get some positive response from the flying community to be careful. Because they will know they can be measured and tracked.

PUBLIC COMMENTS

Mr. Nick Luongo said he had about 12 items to talk about when he first came to this meeting, but has whittled it down to six. He said he went out with binoculars to view N numbers and it was difficult to do. Mr. Luongo added he thinks it is beyond a resident's capabilities to properly identify aircraft. He suggests that the staff put on their website a key description of every aircraft based at Scottsdale or any others that come here to assist in educating the public in aircraft identification.

Mr. Luongo said he would like this Subcommittee take a stand and a study on putting Stage 2 and Stage 3 marginally compliant aircraft on notice that they have to upgrade their aircraft within a reasonable amount of time.

Mr. Luongo said he would also like this Subcommittee to take some action to formalize notifying whoever is scheduling a major event in Scottsdale that they be educated and their pilots be educated as to what the noise requirements are in coming into Scottsdale.

Mr. Luongo said he noted the new Scottsdale Air Center opening at Scottsdale and said he is concerned that the way to increase revenue for this Airport is to get more traffic in here. He would like to see the Subcommittee be proactive about controlling nighttime operations into Scottsdale Airport.

Mr. Luongo said he appreciates everything the Subcommittee has done today and it is encouraging. He would like to ask the latest status on the radar installation at Williams Gateway, and what's the status of the Part 150 Study funding.

Chairman Tinnan responded they would discuss those items at the Commission meeting on Wednesday.

Mr. Phil Vickers commented that the number one thing he heard was the most positive segment he's heard since he's been associated with the Airport as a member of the public and also as a member of the Commission, was Chairman Tinnan's statement that this Commission has to think outside of the box. He added for too long the Airport has been run within the box. The second statement he considered equally important was the fact that Chairman Tinnan said we need a hammer, we need to start controlling. Mr. Vickers said this problem is far bigger than this Airport, this Subcommittee, and our Airport Commission. This problem with the federal government and the 1990 Act, he did not hear anything from the Subcommittee about going to our City Council which we have a lobby group in Washington, DC, to begin to work with our elected representatives in Congress and the Senate to make a modification to the 1990 Act, an amendment, to allow local control of noise issues. We won't be able to do anything until the local government controls it's own destiny. When Washington controls your life, your life won't be too good. Mr. Vickers said he is hoping in the future the Commission will look beyond the box and start addressing the national issues – and that is an amendment to the 1990 Act, which is a bad Act.

Mr. Vickers added, in conjunction with that, he doesn't know whether the Airport or the City belongs to an association of municipal airports or local private governments and what that association doing lobbying-wise or can we influence them to get this Act amended so there is local control. It is something he would like them to look into. Mr. Vickers added he doesn't think the Subcommittee is addressing the Stage 2 problem at all and he believes it has to be addressed openly and we've got to get a better handle on it to do everything we can to discourage those people from being at this Airport.

Commissioner Mack had to excuse himself from the Subcommittee meeting at this point to attend another meeting.

Mr. Vickers continued that whenever he hears City staff say to the public that they need money to accomplish something, unless that money is put as a line item, we are an enterprise fund. If we need money to improve noise abatement procedures, if we need money to have these so called spotters to identify N numbers then all we have to do is increase the fee structures to generate the revenue to pay for it. Commissioner Guilfooy said they could also increase volume in traffic to get additional revenue. Mr. Vickers said there was not question that, but he was saying an increase in fees to get whatever cost it takes to get into identification of the perpetrators of the problem. He does not think all of this noise tracking means anything. He really doesn't think that all the complaint process means anything. He added that until they specifically identify the people who are causing the problem and address that issue. That is critical.

Mr. Vickers commended staff for copying him on the letters that were sent out and he wishes to be copied on everything and who attended the pilot briefings and who didn't attend them. Mr. Vickers added the last thing he would like to have the Subcommittee consider is there is something the pilot gets before he takes off called an ATIS or something that talks about weather conditions and such and he inquired what is our City staff doing in meeting with the FAA to get them to incorporate a simple phrase that Scottsdale Airport is a noise sensitive area, please obey noise abatement operating procedures. Can we get the FAA to incorporate that? Commissioner Guilfooy responded that it was already on there. It is on the ATIS, but not on the ASOS.

Chairman Tinnan commented regarding Stage 2 aircraft and that he did not think they could pursue anything with that until they have undergone Part 150 and Part 161 Studies. He feels it is too big a problem for them to take on without having all the background study information. He does not feel the Subcommittee can take a position of significance on the phase out of Stage 2 aircraft at this time. He is not saying they are not interested in seeing that happen.

Mr. Gray said they are going to send letters out to all the Stage 2 aircraft that operate at Scottsdale Airport now till we get through the Part 150 and into the Part 161 Study, similar to what Naples Airport did. We send them a letter advising we are going to pursue reduction of Stage 2 airplanes and what are your thoughts; do you plan on replacing your airplane, do you plan on whatever, etc. When they did this at Naples, they received comments such as, "we are going to replace our airplane" to "we are not doing anything with our airplane, no way are you banning us." So, we will be doing that before we go into the process. With the flight tracking system we will also have the ability to know when visiting Stage 2 aircraft come in and generate an automatic letter to them. Basically, we just want to survey them and maybe we will get some information to help us.

Chairman Tinnan said he thought that was very good and to be sure to include that information in the report to the City Council.

Mr. Luongo inquired how big a problem, how many, marginally compliant Stage 3 aircraft we have here and how close are they to Stage 2 noise. And if Stage 3 are a bigger problem than the Stage 2, he wants them included in their position.

Mr. Gray said the FAA either certifies the aircraft as Stage 2 or Stage 3 or Stage 4. Mr. Gray said the term marginally compliant they may exceed Stage 3 compliancy, but maybe not as good as a different airplane. But, they are certified Stage 3 so there is a whole different process when you end up dealing with a Stage 3, whether it's the high-end or the low-end of that scale. Mr. Gray added that most new aircraft will exceed Stage 3 so therefore they will come up with a Stage 4 criteria. Commissioner Guilfooy inquired if they ban Stage 2 do they then pursue banning Stage 3. Mr. Gray said over a period of time, that may be the case.

Chairman Tinnan referred back to the program for pilot education, local and regional, there is one area Mr. Luongo touched on that they might want to add some thinking to and that is educating event management. For example the Barrett Jackson show, etc. People who manage that should be given

some instructions and when they send the information to their participants, they can advise them when they fly to Scottsdale this is what you should know about.

Commissioner Guilfooy inquired if this was not something centralized at the permitting department. Mr. Gray said part of the problem is if Barrett Jackson has an event and does a mailing, they still get people coming in from all over the world, some of which they have no idea if they are coming or not, and that is part of that problem. It's an Airport, and we have no idea from minute-to-minute who is going to decide to come here. Mr. Gray said they could add something to the flyers they send out to try to reach as many as possible, and they could also have a website link from their site to ours.

SUBCOMMITTEE COMMENTS

Chairman Tinnan wished to respond to the comment regarding getting local control from the FAA and that it is a long-term process and is within the City Council's sole ability, not this Subcommittee and not the full Airport Commission. He added he would be happy to present the idea when they meet with the City Council Subcommittee that in the long range, seeking some modification of the 1990 Act to provide for more local authority or control is something they should pursue.

ADJOURNMENT

Chairman Tinnan adjourned the meeting was adjourned at 11:20 a.m.

Respectfully submitted,

Diana M. Maggiola
Administrative Secretary